

AMONG THE AUTOMOBILISTS

SCHACHT CARS ARE ATTRACTIVE

Local Representative Goes to Australia — Perhaps Around World.

Schacht "40" cars have been the focus of many eyes during the week and E. J. Sidney who brought the cars down here for the factory is well satisfied with the way the public is taking interest in them.

Mr. Sidney has been over most of the mainland with the Schacht on exhibition and preliminary advertising before placing an agency and he plans to be here for several weeks before starting on his way again.

From Honolulu he will travel to Australia for a stay of several months and the trip may be extended to South Africa, Asia and Europe before the return to the United States is made.

It is argued that many people cannot afford to own motor cars. The answer to this argument is that the ownership of a motor car so increases the radius of the owner's activity, and has such a pronounced influence on his efficiency and health, that he is able to earn an income that will enable him to support a motor car. Of course, there are exceptions to prove this rule, just as there are exceptions in all other lines. It can be admitted, without prejudice to the industry, that some persons may have purchased motor cars at cost and of a type not adapted to their requirements. This does not prove that this class of persons cannot afford to own motor cars. It must not be assumed that just because it is a motor car, it is an unnecessary expense or extravagance. The use of the motor car does not distract its owner's attention from his business. On the contrary, its use enables him to do more business, with less effort, in the same hours, by shortening the time of his errands and business calls. At the same time it affords opportunity for healthful recreation for himself and family and saves many expenses which were common before its use began.

Speaking of detail and construction incorporated in the Schacht car, Demonstrator Sidney says:

"While built to carry five passengers the tonneau is plenty roomy for two more. The steel body, beautifully finished in any color, with its long graceful and pleasing lines and large

square doors, catches the eye and captivates at first sight. The upholstery is of the best leather with full hair trimming. The seats are wide and deep and just high enough to avoid crumpling. The 40 h. p. motor cast on block with all parts perfectly ground to exact size and with its heavy crank shaft and large bearings, will run so smoothly and sweetly, as to give the impression of a motorless car. Plenty of power in reserve on any and all occasions, making all roads and hills, smooth roads. It is seldom asked to go its limit.

"Every gear is made of the finest steel and perfectly cut, overcoming noise and wear. The transmission with three speeds forward of selective type, is smoothly operated without jerking or jarring and is seldom used out of high gear. Roller bearings in the transmission and rear system and large ball bearings in the wheels, overcome most friction and add to the efficiency of the motor. The integral crank case pump in the motor, adequately lubricates all parts of it, and oiling devices are placed at every friction point of the mechanism and in the springs, giving added life to every friction surface. The light weight economizes on tires and up-keep, and with the 120-inch wheel base imparts those smooth, delightful riding qualities akin to flying. So simple in every feature of construction, as to be readily understood and operated even by the novice, with every lever and control at immediate command. Every part of motor—transmission—and driving system easily accessible, convenient for adjustment—or repairs, with the least physical and mental exertion. Durable, because it is built right—along scientific lines and because only known factors and materials of quality enter into its construction. No makeshift materials—no untried product of mill or mine—no chance labor ever enters into a SCHACHT. Every part down to the smallest piece of steel is given the crucial, final test of the experienced builder.

"The most popular car in the popular division, and its liberal specifications and amazing price will quickly appeal to those who want all the luxury and convenience of the exclusive car at a price within reach, and to those who have been accustomed to paying fancy prices for a car of no better performance or value. Our ten years' experience and study in building automobiles—our perfect factory organization and our newly completed plant, with its up-to-date appliances and automatic machinery and our reputation in the business, tending to quick sales, alone make it possible for us to offer such a car."

Weekly Bulletin \$1 per year.

TETZLAFF WINS FROM DE PALMA

Wrests Laurels on One-Mile Track at Los Angeles in March.

When Tetzlaff won the two big road races at Santa Monica last Thanksgiving Day, breaking the American road record in both events, it appears that he achieved no accidental victories, for he has emphasized his right to rank among the premier drivers of the country by decisively defeating Ralph De Palma in a one hundred mile match race on the Los Angeles Motordrome track March 19th. De Palma has been recognized as one of the greatest truck drivers in the world and drove the 90 h. p. Flat racer, with which he led the field almost to the finish in the grand prize race at Savannah last fall. Tetzlaff, on the other hand, was driving a Lozier stock car of only 40 h. p., the same one with which he won the Santa Monica races. His victory over De Palma was clean-cut and decisive, for the latter drove a splendid race, averaging 76 miles per hour. Tetzlaff, however, drove a phenomenal race, averaging at time 88 miles per hour, lapping De Palma six times and finishing over six miles in the lead, averaging for the one hundred miles a speed of 80.71 miles per hour.

Tetzlaff and the Lozier car began breaking the world's records at twenty-five miles and very record from twenty-five to one hundred miles was shattered. These records were variously held by George Robertson, Ray Harroun and Ralph De Palma himself, but all of them went to the victorious Tetzlaff.

A great measure of credit and glory goes to the Lozier car, for Tetzlaff's victory has added to the already long string of achievements by stock cars of this make since last August, when Mulford started the Lozier racing campaign by winning the National Championship race at Elgin. Since that time, Tetzlaff, Mulford and Harroun have between them taken part in every one of the big events of the country. Tetzlaff's one hundred mile

win at Los Angeles on the 19th of March making the sixteenth event in which Lozier cars have started since last August without a single record of breakdown or failure to finish. During these races, these cars have broken the American road record, all speedway records from twenty-five to one hundred miles and from two hundred miles upward, in addition to winning the majority of the great road races of the year. Tetzlaff's last race makes his third straight victory.

MOTOR TRUCKING AT ARCADIA FARMS

The performance of a motor truck at Arcadia Farms, Dutchess county, New York, shows what this vehicle can do when operated intelligently in connection with a large agricultural enterprise. The property embraces eighteen hundred acres, two-thirds of which is under cultivation. The equipment includes modern machinery for farming on a large scale.

"My main object in using a motor truck was to save my horses," said Maurice M. Minton, the proprietor. The truck has carried from the railroad station to the farm, a distance of four miles, over 1,000 tons of fertilizer, two forty-ton car loads of coal, 2,500 barrels of cement and car loads of various other materials. It has carried five car loads of grain to the station and transported six hundred tons of small stuff. Frequently it has gone to Fishkill Landing, ten miles distant, twice a day with heavy loads.

Its short trips are innumerable. It takes grain to the mill and brings back the ground feed. It takes tree trunks to the sawmill and carries back beams and planks. It carries hay or straw, as baled in the field, to the barns or store houses. It also carries stones to the crusher.

"Not a day has been lost for repairs and not one cent has been paid out for this purpose," said Mr. Minton. "The expense of operating the truck is about equal to the cost of maintaining two good teams with oats at sixty cents; that is oats versus gasoline and oil. But no four pairs of horses could carry the loads so far in the same time, if at all."

"The Packard takes three to four tons, as bulk necessitates and proceeds up hill and down at ten miles an hour whether the distance be five miles or fifty. Keeping it within a

horse's limitations, say a round trip of twenty miles, with time to unload, the truck will do in three hours what will employ two teams for seven hours. This is all the horses can do that day while the truck can repeat the journey two or three times if necessary and suffer no hardship. It would take from eight to twelve horses to equal the performance of the truck. One man can drive the truck, but would take two, four or six men to drive the horses."

Anyone who has experienced the conditions that surround the threshing of grain in the field can recall the feverish haste of a farmer who sees his harvest pouring into bags as fast as men can tie them; the bags mounting to pyramids; the unthreshed grain coming to the separator piled high on rocking wagons; the straw mounting up in great golden stacks; and night coming on with a grand promise of a heavy rain.

Up comes the auto truck. Two huge Poles seize the ninety-pound bags and pile them on the truck while the driver places them in the best position. Then comes a great sigh of relief as 6,000 pounds of grain go off the field and away to the barn a mile distant, at a ten-miles-an-hour clip.

AUTO NOTES.

"While the motorists throughout the country are praising the many novel features of Howard E. Coffin's Hudson '33,' it is impossible to overlook that sturdy little Hudson (29) roadster," said E. P. Brinegar, of the Pioneer Automobile Company of San Francisco. "You know it was the '29' which swept the country so in 1909 that the Hudson Company established the record of doing the greatest business ever known to any automobile concern in its first year. The attachment which doctors, contractors, salesmen, insurance men, etc., formed for the '29' amounts to a powerful endorsement. The car made such a record for itself that the public wouldn't permit that model to be discontinued. I think that all Hudson dealers throughout the land practically insisted that the '29' be continued during the 1911 season. It surely made thousands of friends."

Automobile and accessory manufacturers expect the market for cars and tires in the Philippine Islands and the Far East to reach considerable

proportions. Latest reports show 400 cars in the city of Manila alone. Automobiles are already numerous in the rubber-producing island of Ceylon, and the Federated Malay States and the East Indies, which also give large quantities of cultivated rubber to the world. The automobile also has a good representation in India, China and Japan, with the demand increasing every year.

BOY SCOUTS WAGE WAR ON YEGGMEN

Beard Teaching Them Meaning of the Signs Left On Gates and Barns.

Daniel C. Beard, National Scout Commissioner of the Boy Scouts of America, and the originator of the Boy Pioneers and the Sons of Daniel Boone which helped clear the way for the development of the Boy Scout movement, has devised a means by which the boys throughout the country can make a systematic war upon yeggmens and hoboes who molest housewives, and rob homes. He is doing this by teaching the boys the secret signs of the yegg fraternity, so that the boys may know them and tell what the mystical marks on fences, houses and other buildings mean. By making the secrets of the tramps common knowledge, Beard hopes to destroy the communication between the tramps and thus prevent them from doing so much harm.

Beard not only studied the signs of the hoboes, but has gone back through the ages tracing the signs of different nations and studying their meaning even to the hieroglyphics of the Egyptians. He took special interest in this work when preparing to illustrate Mark Twain's book named "A Yankee in King Arthur's Court." Beard says that many of the yegg signs can be traced back to ancient Egypt. He has learned the meaning of the majority of those signs which can be found on gate posts, barns and fences. By those signs the yeggmans communicate information about the house marked to their fellow-men who follow along the same path. Beard says that there are signs indicating whether there is a dog in the house, whether the housewife is kind, and whether it is easy to rob the house.

As Beard has learned these signs and can decipher them, he has arranged to teach them to the boys,

and it is probable that in the new Manual of the Boy Scouts of America he will have several pages devoted to these symbols and their meanings. If the boys learn them they can read the messages of the hoboes along the public highways. If the signs are dangerous to people the boys can rub them off and warn the police. All this means that the secrecy of the hoboes will be destroyed, thanks to Beard and the energy of the Boy Scouts of America. It means that if the hoboes wish to continue their symbolical communication, they must work out new signs and this would take years.

MANY INCIDENTS PROVE THE BOY SCOUTS ARE NOT MILITARY.

Many things have occurred in the last week to disprove the charge of Socialists, labor leaders and others that the Boy Scouts of America is a military organization, designed to train boys for war. William Verbeck, adjutant-general of New York State, and a member of the National Council of the Boy Scouts of America, ably refuted the charge about militarism. While keenly interested in the Boy Scout movement and a firm believer in it as a means of developing the boy's character and giving him healthy outdoor fun, he laments the fact that the Boy Scout movement is not military. In one public speech, he complained of the lack of military spirit in this country and said that the United States is not ready for war. He cited various peace movements as tending to prevent the development of the military spirit and referred especially to the peace conference of Andrew Carnegie and to the hostility to things military shown by the Boy Scouts of America. General Verbeck has been connected with the Boy Scout movement since its inception in this country and is president of the Manila Boys' Military School, so that what he says about the Boy Scout movement may be regarded as authoritative. Another proof of the peace aims of the Boy Scouts' organization is shown by the endorsement given it by the "Friends Educational Conference" in Philadelphia. Before this decision was reached a thorough study of the movement was made by various representatives of the society and they reported heartily in favor of it as teaching the cardinal virtues through play and leading boys to understand higher ideals. That many Socialists misunderstood the Boy Scout movement is indicated by a meeting held recently in Troy, N. Y. E. M. Connolly, Scout Commissioner, met in public meeting a group of Socialists, and after explaining the aims of the Boy Scout movement, he found no one who was not satisfied with its aims.

If the moon would stick to the Milky Way perhaps it wouldn't get full.

The highest praise a man ever gets is heeled out at his funeral.

Think About These Things

And Then Let Us Demonstrate

Schacht 40 h.p. Cars

SCHACHT 40 h. p. Cars can be bought for the price that is paid for a car of 18-30 h. p.

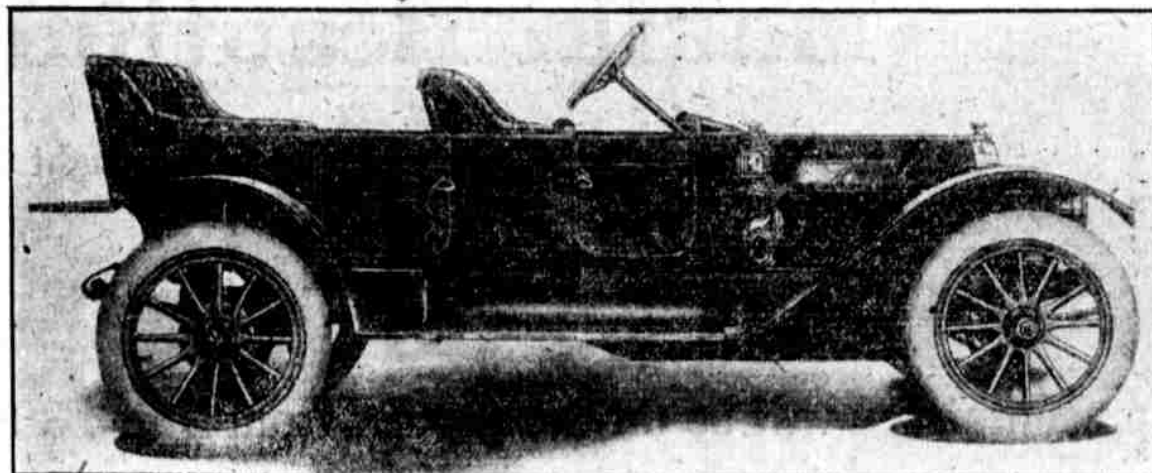
SCHACHT will stand up.

SCHACHT has refinement in every line.

SCHACHT is one of the easiest riding cars made.

SCHACHT has that extra power which will **get there** when necessity arises, but when speed is not wanted will run slowly and quietly on the high gear.

SCHACHT will do all any car of equal price will do and then some.



SCHACHT 40 h. p. Fore Door Torpedo Touring Car

Allow us to demonstrate this car to you and we know it will be satisfactory

E. J. SIDNEY, Local Representative

Young Hotel

Siegmund Motor Car Co., Inc.,

Distributors

SPECIFICATIONS

MOTOR—Four cylinders, 4-16

inch bore by 5 inch stroke.

HORSE POWER—40 brake

horse power.

VALVES—2 1/2 inch diameter

placed at side of the cylinders.

CLUTCH—Cone type with

heavy face and cushion

spring.

DRIVE—Horizontal 2 inch dia.

vanadium steel shaft drive

through bevel pinion and

level gear with one large

universal joint.

TRANSMISSION—Selective,

three speeds forward and

reverse.

LUBRICATION—Splash and

force feed in bottom half of

crank case, operated by a

plunger pump on inside of

crank case and driven by

cam shaft.

CARBURETOR—Automatic

float feed.

BEARINGS—Large ball bear-

ings throughout the wheels.

Roller bearings in transmis-

sion and rear system.

IGNITION—Bosch dual sys-

tem.

BRAKES—Internal and exter-

nal on rear wheels, adjust-

able, and operated separately.

External operates by foot

pedal, internal by side lever;

lined with thermoid with

large diameter and large

face.

FRAME—Heavy pressed steel

with "kick-up" in rear and

narrowed front for short

turns.

SPRINGS—Front semi-elliptic

and rear 3/4 elliptic.

STEERING GEAR—Worm and

sector with ball bearing truss

blocks and 18 inch steering

wheel.

AXLE (front)—Single piece

drop forging, 1-beam section

vanadium steel.

AXLE (rear)—Semi-floating,

1 1/2 inch vanadium steel.

TIRES—34x4 inch Q. D.

WHEEL BASE—122 inches.

TREAD—54 inches.

SPEED—From 2 to 60 miles an

hour on high gear.

TANK CAPACITY—15 gallons.

EQUIPMENT—Imported

French mohair top, with side

curtains and slip cover,

standard windshield, speed-

ometer, five lamps, presto

tank, robe rails, foot rails,

tools, pump and jack.